

**REMARKS**

As a preliminary, Applicant and Applicant's representative thank the Examiner and his Supervisor for the interview of June 18, 2008.

By the present amendment, new claim 13 has been added. Support for new claim 13 is found in the original application, for example on page 4, lines 12-13.

Claims 1-13 are pending in the present application. Claim 1 is the only independent claim.

In the Office Action, claims 1-3, 5-6, 8-9 and 11-12 are rejected under 35 U.S.C. 103(a) as obvious over US 5,271,229 to Clarke et al. ("Clarke") in view of US 4,467,757 to Dazzi ("Dazzi").

It is noted that claim 12 is not listed at the beginning of section 5 on page 3 of the Office Action but this is understood as a typographical error because claim 12 is included in the rejection as discussed on page 5 of the Office Action. Conversely, it is noted that claims 4 and 7 are listed in this rejection, but this is also understood as a typographical error since claims 4 and 7 are rejected in a separate rejection in section 7 starting on page 6 of the Office Action.

Further, in the Office Action, claim 10 is rejected under 35 U.S.C. 103(a) as obvious over Clarke in view of Dazzi and further in view of US 3,741,175 to Rouger ("Rouger"), and claims 4 and 7 are rejected under 35 U.S.C. 103(a) as obvious over Clarke in view of Dazzi and further in view of US 4,417,469 to Stevenson et al. ("Stevenson").

Reconsideration and withdrawal of the rejections is respectfully requested.

As discussed at the interview, it is submitted that, contrary to the assertion in the Office Action, very high pressure fuel pumps were not known for gasoline engine.

Specifically, US5,960,627 to Krampe et al. does not disclose “diesel engines” at col. 1, line 14. Krampe uses the term “diesel gasoline engine” at col. 1, line 14 but this appears to be an imprecise, indefinite, or erroneous translation of the original German text. Further, the disclosure of Krampe clearly concerns only a diesel engine, in particular with reference to a pressure of “800 bars or greater” mentioned at col. 2, lines 27-30 of Krampe.

Further, it is submitted that the disclosure of Dazzi is also limited to diesel engines. The passage at col. 1, lines 11-16 of Dazzi refers to “direct injection gasoline engines” but this is only a general mention of various engines in the introduction of Dazzi, which is not congruent to the invention described and illustrated in Dazzi. The single embodiment of Dazzi is limited to a diesel engine, so that a person of ordinary skill in the art would clearly understand the reference to high pressure (1000 bars, see Dazzi at col. 4, line 49) as referring only to diesel engines.

Further, the other cited references fail to remedy the deficiencies of Dazzi. Therefore, the present claims are not obvious over Dazzi taken alone or in any combination with the other cited references.

In view of the above, it is submitted that the rejections should be withdrawn.

In addition, it is noted that suspension has been requested with the Request for Continued Examination in order to provide an opportunity to submit additional evidence or argument in this application.

Amendment  
US Appl. No. **10/551,826**  
Attorney Docket No. **PSA05002**

In conclusion, the invention as presently claimed is patentable. It is believed that the claims are in allowable condition and a notice to that effect is earnestly requested.

In the event there is, in the Examiner's opinion, any outstanding issue and such issue may be resolved by means of a telephone interview, the Examiner is respectfully requested to contact the undersigned attorney at the telephone number listed below.

In the event this paper is not considered to be timely filed, the Applicants hereby petition for an appropriate extension of the response period. Please charge the fee for such extension and any other fees which may be required to our Deposit Account No. 502759.

Respectfully submitted,

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